



## Dannel P. Malloy

GOVERNOR  
STATE OF CONNECTICUT

February 20, 2014

The Honorable John Boehner  
Speaker  
United States House of Representatives  
Washington DC 20515

The Honorable Harry Reid  
Majority Leader  
United States Senate  
Washington, DC 20510

The Honorable Nancy Pelosi  
Minority Leader  
United States House of representatives  
Washington, DC 20515

The Honorable Mitch McConnell  
Minority Leader  
United States Senate  
Washington, DC 20510

Dear Speaker Boehner, Representative Pelosi, Majority Leader Reid, and Senator McConnell:

Earlier this month, I released the 2015 Budget for the State of Connecticut. Fundamental to that budget is an investment in our transportation infrastructure, which is critical to the economic growth and competitiveness of Connecticut. The transportation budget for 2015 represents a 165 percent increase in funding compared to just five years ago, and it restores the dedication of our State Transportation Fund directly for transportation purposes. Embedded in that budget is the largest transportation capital program in the history of Connecticut.

The Congressional Budget Office (CBO) recently released new numbers that show a six-year surface transportation bill will require an additional \$100 billion in revenue to maintain the current spending levels. The CBO also notes that under current circumstances the Highway Trust Fund (HTF) will have insufficient revenues to meet obligations starting in fiscal year 2015, and could run out of funds before the current surface transportation bill, MAP-21, expires on September 30, 2014. Finally, the Passenger Rail Investment and Improvement Act must be reauthorized. Without a multi-year federal rail authorization, AMTRAK services and the Northeast Corridor, in particular, are in jeopardy.

The Northeast states would be particularly hard-hit by any reduction in federal transportation funding due to the age and condition of its infrastructure. In Connecticut, the forecasted reductions for FFY 2015 could have a devastating impact on the state's Capital Transportation Program, but more importantly on our economy and our workforce.

The Connecticut Department of Transportation's Capital Plan for FFY 2015 totals \$1,390,400,000 of which \$692,000,000 is estimated from the HTF. Of that \$692,000,000, \$127,000,000 comes from the Mass Transit Account of the HTF. Failure by Congress to resolve the solvency of the HTF would force Connecticut either to severely limit new, but crucial projects, or eliminate all new construction for FFY 2015. Several states have already taken the step of not awarding any new projects beginning this year given the uncertainty of federal funding.

Connecticut is also in the forefront of the funding challenges for the Northeast Corridor. Over the past decade, the state has invested more than three billion dollars in the New Haven Line portion of the Northeast Corridor, and is facing a significant backlog of investments to bring the Northeast Corridor to a state-of-good repair. Congress should create a multi-year Intercity Passenger Rail Account to provide dedicated, guaranteed funding for the Northeast Corridor and our critical national rail system.

My administration's 2015 budget proposal earlier this month recommended an increase to the Transportation Capital Program of \$69.8 million in state dollars, totaling \$663.58 million in fiscal year 2015. This increase demonstrates Connecticut's ongoing commitment to transportation, a commitment that has increased the Department's capital program by 165 percent since FY 2010. But we need Congress to continue to provide stable and predictable federal funding in order to keep our commitment to an improved and modernized transportation infrastructure that meets the needs of our citizens, creates jobs, and fosters economic growth.

As lead Governor on Transportation for The Coalition of Northeastern Governors, I cannot emphasize enough that investments in transportation are critical to meet our region's economic, environmental, and energy goals, and to provide a much needed boost for jobs in the construction industry. The Northeast has a population density over three times that of the nation as a whole. In order to remain competitive in the national and global economies, we must be able to plan and fund transportation programs that are vitally important to our states.

As Congress works to reauthorize the surface transportation and passenger rail programs, I urge swift action to address the impending funding shortfall in the Highway Account of the Highway Trust Fund, to stabilize its revenue situation for the long-term, and to address a long-term funding solution for our passenger rail system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dannel P. Malloy", is written over a faint outline of the state of Connecticut.

Dannel P. Malloy  
Governor

Cc: The Honorable Bill Shuster - Chairman, House Committee on Transportation & Infrastructure  
The Honorable Nick J. Rahall II - Ranking Member, House Committee on Transportation & Infrastructure  
The Honorable Barbara Boxer - Chairman, Senate Committee on Environment & Public Works  
The Honorable David Vitter - Ranking Member, Senate Committee on Environment & Public Works  
The Honorable John D. Rockefeller IV - Chairman, Senate Committee on Commerce, Science, &  
Transportation  
The Honorable John Thune - Ranking Member, Senate Committee on Commerce, Science, &  
Transportation  
Connecticut Congressional Delegation  
The Honorable Anthony Foxx - Secretary, US Department of Transportation